

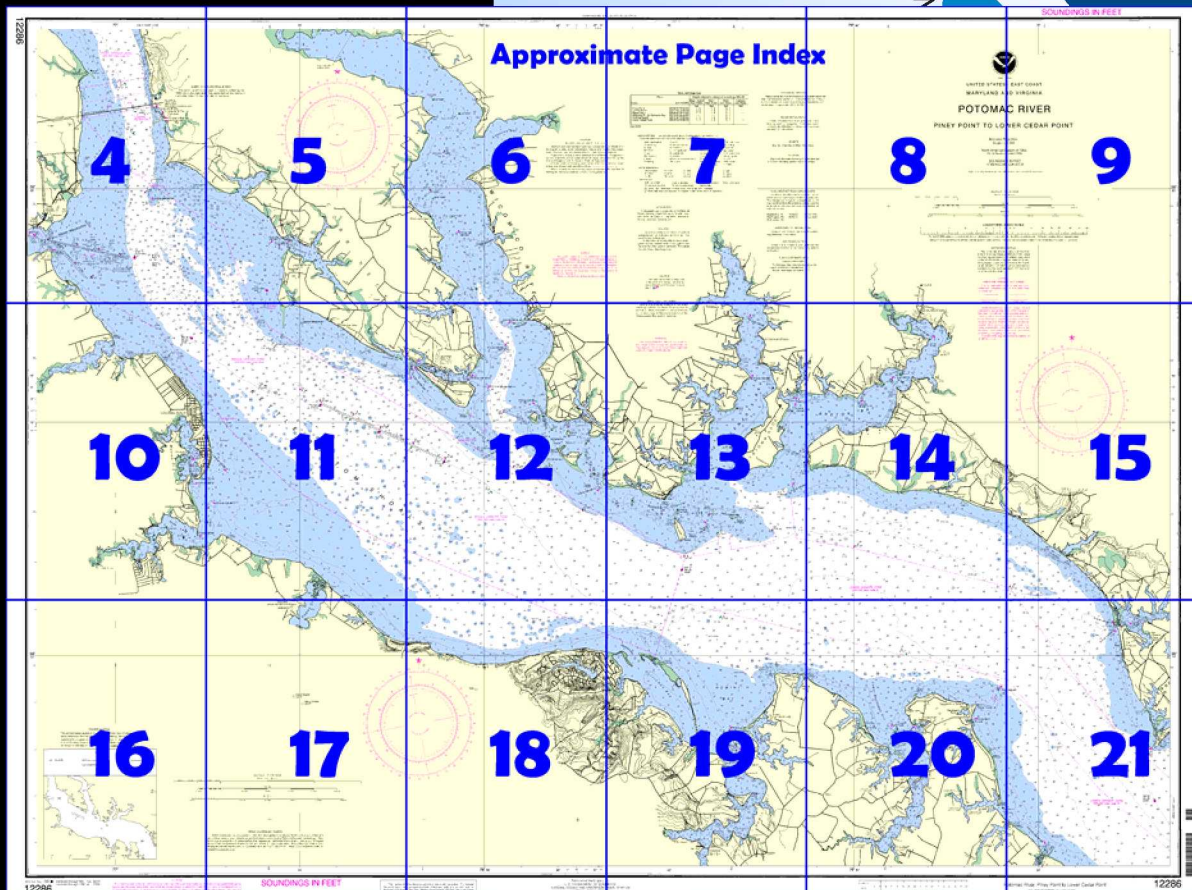
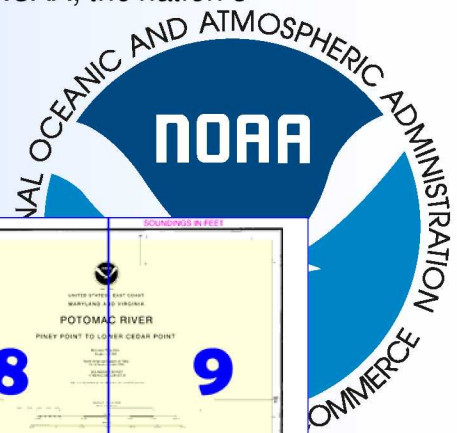
BookletChartTM

Potomac River - Piney Point to Lower Cedar Point (NOAA Chart 12286)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

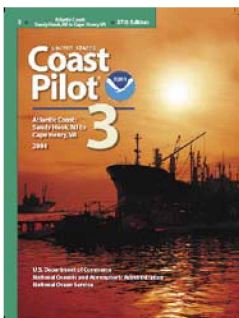
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 12 excerpts]

(8) **Channels.** The depth is 24 feet for the Potomac River from the mouth to Hains Point. Channel depths of 38 feet are to Ragged Point; thence the depth through the dredged cuts is 18 feet to Hains Point.

(15) The current off the Potomac River can be hazardous to smaller vessels at ebb tide, and when wind and current are opposed, and with northwest winds.

(16) The current is weak in the lower part of the river, averaging less than 1.0 knot.

Danger zones for military operations extend upriver to 4 miles above the Harry W. Nice (Potomac River Bridge) Bridge (U.S. Route 301).

(64) **Herring Creek** is entered by a marked channel protected by jetties; the depth in the entrance channel was 4½ feet; depths inside are 9 to 1 feet. Lights mark the ends of the jetties. A marina has gasoline, diesel fuel, berths, and marine supplies. Another marina is on the south side 1.2

miles above the entrance; depths of 4 feet are alongside the piers.

Gasoline, water, berths, and marine supplies are available.

(66) **Lower Machodoc Creek;** depths of 15 to 11 feet for 2 miles; the depths decrease to 4 feet 4 miles above the entrance. The critical points are marked as far as the narrows 2.2 miles from the entrance.

(67) **Branson Cove** is entered by a marked channel; the depth was 6 feet to the basin; thence ranging from 1½ feet at the edge to 7 feet in the middle in the basin. **Coles Point** has piers with depths of 6 feet. Small-craft facilities can provide gasoline, diesel fuel, water, ice, berths, and marine supplies.

(69) **Nomini Creek** is entered through a channel to Hickory Point. The channel is marked by lights and daybeacon; the depths were 7 feet in the east half and 5½ feet in the west half of the channel to Light 5, thence 8½ feet to the end of the project. Depths of 5 feet may be carried to the second bridge, thence 3 feet for 0.5 mile.

(72) Currioman Bay has depths of 7 to 10 feet in the entrance and back of Hollis Marsh; the Potomac River entrance at the northwest end of Hollis Marsh has depths of 2 to 3 feet. The entrance from Nomini Bay is marked by buoys and a daybeacon.

(73) **Breton Bay** is a favorite anchoring ground. Drafts of vessels are 6 feet or less.

(76) **Combs Creek** had a depth of 5 feet along the middle. The entrance is between spits marked by daybeacons and stakes. Gasoline and marine supplies are available.

(77) A channel with a depth of 6 feet, marked by piles, leads into the bight southwest of Combs Creek. entrance Gasoline, berths, and supplies can be obtained.

(78) **Lovers Point.** A bar with depths of less than 1 foot extends 500 yards northwest from the point and is marked at its outer end by a light.

(83) **St. Clements Bay.** The eastern entrance between Heron Island Bar and the mainland is by the way of the Breton Bay lane through fishtraps; this entrance has depths of 20 to 16 feet. The middle entrance between Heron Island Bar and St. Clements Island has depths of 15 feet and is approached through a lane in fishtraps on an initial course of **352°**; this entrance is marked by a light and buoys.

(86) **St. Patrick Creek** is entered through a marked channel; the midchannel depth in the channel was 4½ feet. There are small-craft facilities above **Palmer's**. The **speed limit** is 6 miles per hour.

(87) **Canoe Neck Creek.** The entrance has a depth of 11 feet, except for a shoal encroaching the channel from the north entrance. The creek shoals from 11 feet to 3 feet near the head. The landings at **Morris Point** have depths of 4 to 7 feet. A small-craft facility on Morris Point can provide gasoline.

(88) **St. Catherine Sound** has depths of 5 to 9 feet behind **St. Catherine Island**. Two marked dredged channels lead into the sound; the depths were 2 feet in the northwest channel and 3 feet in the southeast channel.

(89) **Whites Neck Creek** has depths of 4 feet in the entrance and 6 to 2 feet inside. A State pier inside the entrance has depths of 4 feet.

(92) The Wicomico River channel has depths of 40 to 12 feet for 5 miles; 6 feet with local knowledge for 3 miles; decreasing to 3 feet to the head. The channel is marked at the critical points for 8 miles.

(94) **Neale Sound** had a depth of 1 foot, and affords secure anchorage for small boats. Both entrances are marked by lights, and the critical part of the channel at the northwest end is marked by daybeacons.

(95) the depth into Neale Sound was 6 feet from the Potomac River entrance through the west cut, thence the depth was 4 feet from the Wicomico River entrance through the east cut. The bridge over Neale Sound has a clearance of 18 feet.

(97) **Bushwood Wharf.** A State pier and a gasoline pier have alongside depths of 8 and 4 feet, respectively. Gasoline and supplies are obtainable.


(100) **Popes Creek** leads to **Wakefield** and the **George Washington Birthplace National Monument**. The depth is 1½ feet in the entrance.

Current velocity up to 4.5 knots has been reported in the entrance.

(101) **Mattox Creek** has depths of 7 to 5 feet in a marked channel for 2 miles to **Fox Point**; the depths decrease to 3 feet at the bridge 4 miles above the entrance. A small-craft facility is south of Fox Point.

Table of Selected Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Aug. 05/06
Corrected through LNM Jul. 25/06

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.462" northward and 1.111" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Heathsville, VA	WXM-57	162.40 MHz
Washington, DC	KHB-36	162.55 MHz
(Manassas, VA)		

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

WARNING



The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus:  --  --
The last three digits are omitted.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS


Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:  --
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.
Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

HARRY W NICE MEMORIAL BRIDGE

The center line of the main span is marked by a flashing red AERO obstruction light and a fixed green light surmounted by 3 fixed white lights mounted vertically 15 feet apart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Isio isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Cys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

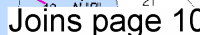
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Piney Point	(38°08'N/76°32'W)	1.6	1.5	0.1	----
Leonardtown	(38°17'N/76°38'W)	2.0	1.8	0.1	----
Mount Holly	(38°06'N/76°44'W)	1.7	1.6	0.1	----
Shipping Pt., St. Clements Bay	(38°18'N/76°42'W)	----	----	0.1	----
Colonial Beach	(38°15'N/76°58'W)	1.9	1.8	0.1	----
Lower Cedar Point	(38°20'N/76°59'W)	1.7	1.6	0.1	----

(Jun 2006)



~~SCALE 1:40,000~~
Nautical Miles



45'

880'

76° 40'

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Piney Point	(38°08'N/76°32'W)	1.6	1.5	0.1	----
Leonardtown	(38°17'N/76°38'W)	2.0	1.8	0.1	----
Mount Holly	(38°06'N/76°44'W)	1.7	1.6	0.1	----
Shipping Pt., St. Clements Bay	(38°16'N/76°42'W)	----	----	0.1	----
Colonial Beach	(38°15'N/76°58'W)	1.9	1.8	0.1	----
Lower Cedar Point	(38°20'N/76°59'W)	1.7	1.6	0.1	----

(Jun 2006)

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Heights in feet above Mean High Water.

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Bn beacon	LT HO lighthouse	Co occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	sc soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wood, rock, obstruction, or shoal swept clear to the depth indicated.
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AUTHORITIES


Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

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CAUTION

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Washington, DC	KHB-36	162.55 MHz
(Manassas, VA)		

SUPPLEMENTAL INFORMATION


Consult U.S. Coast Pilot 3 for important supplemental information.

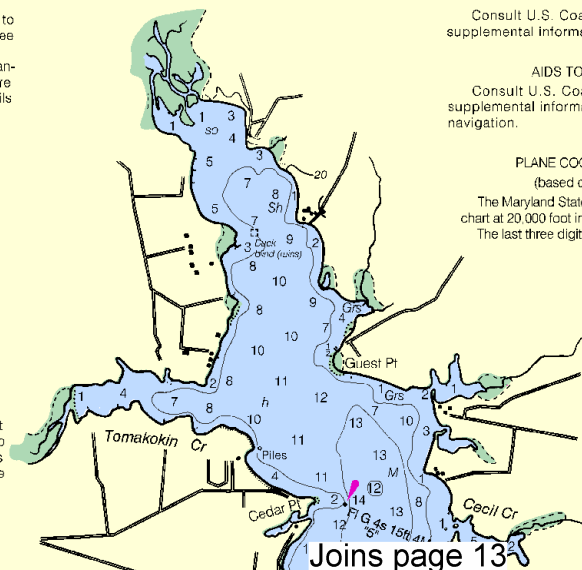
AIDS TO NAVIGATION

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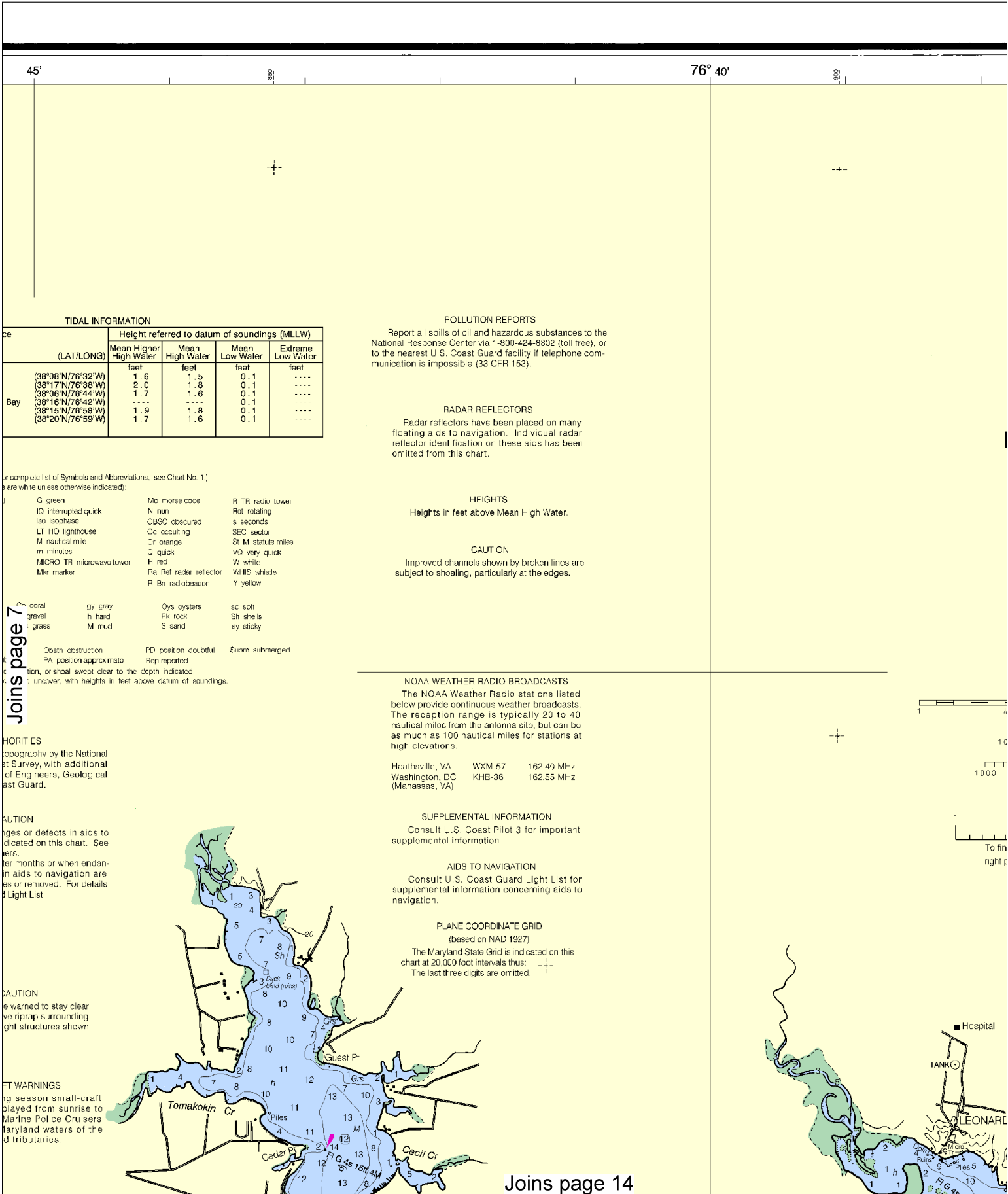
PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: 
The last three digits are omitted.



Joins page 13





UNITED STATES - EAST COAST
MARYLAND AND VIRGINIA

POTOMAC RIVER

PINEY POINT TO LOWER CEDAR POINT

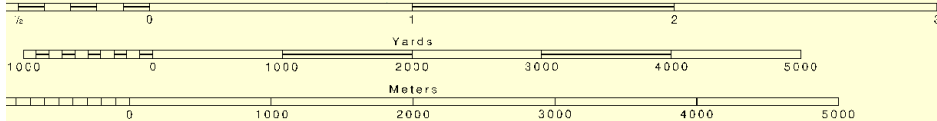
Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

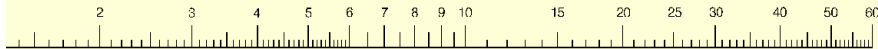
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000
Nautical Miles



LOGARITHMIC SPEED SCALE



find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place it point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

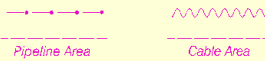
HORIZONTAL DATUM

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CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

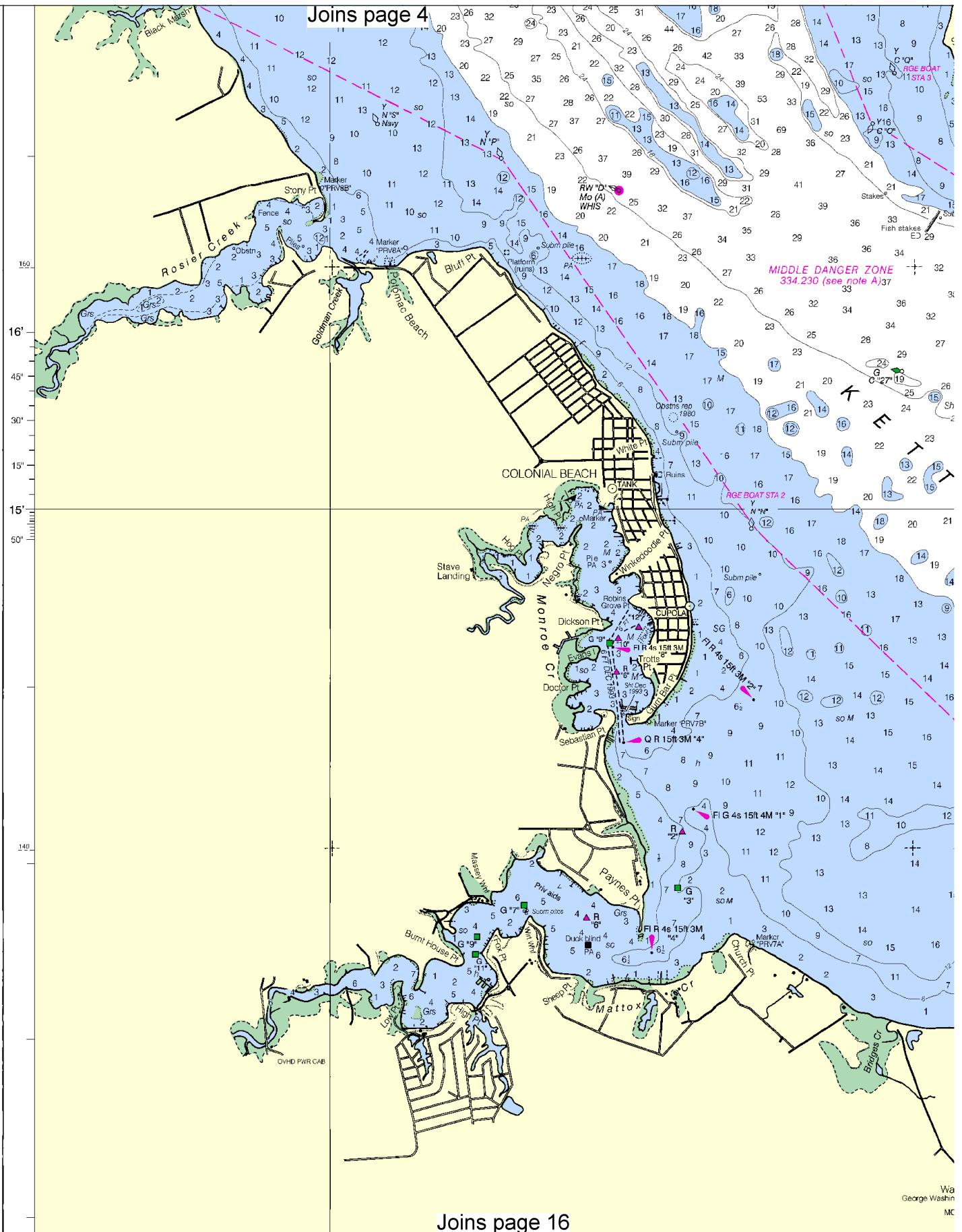


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when



Joins page 15

Joins page 4



MIDDLE DANGER ZONE
334.230 (see note A) 37

AGE BOAT STA 2

Joins page 16

10



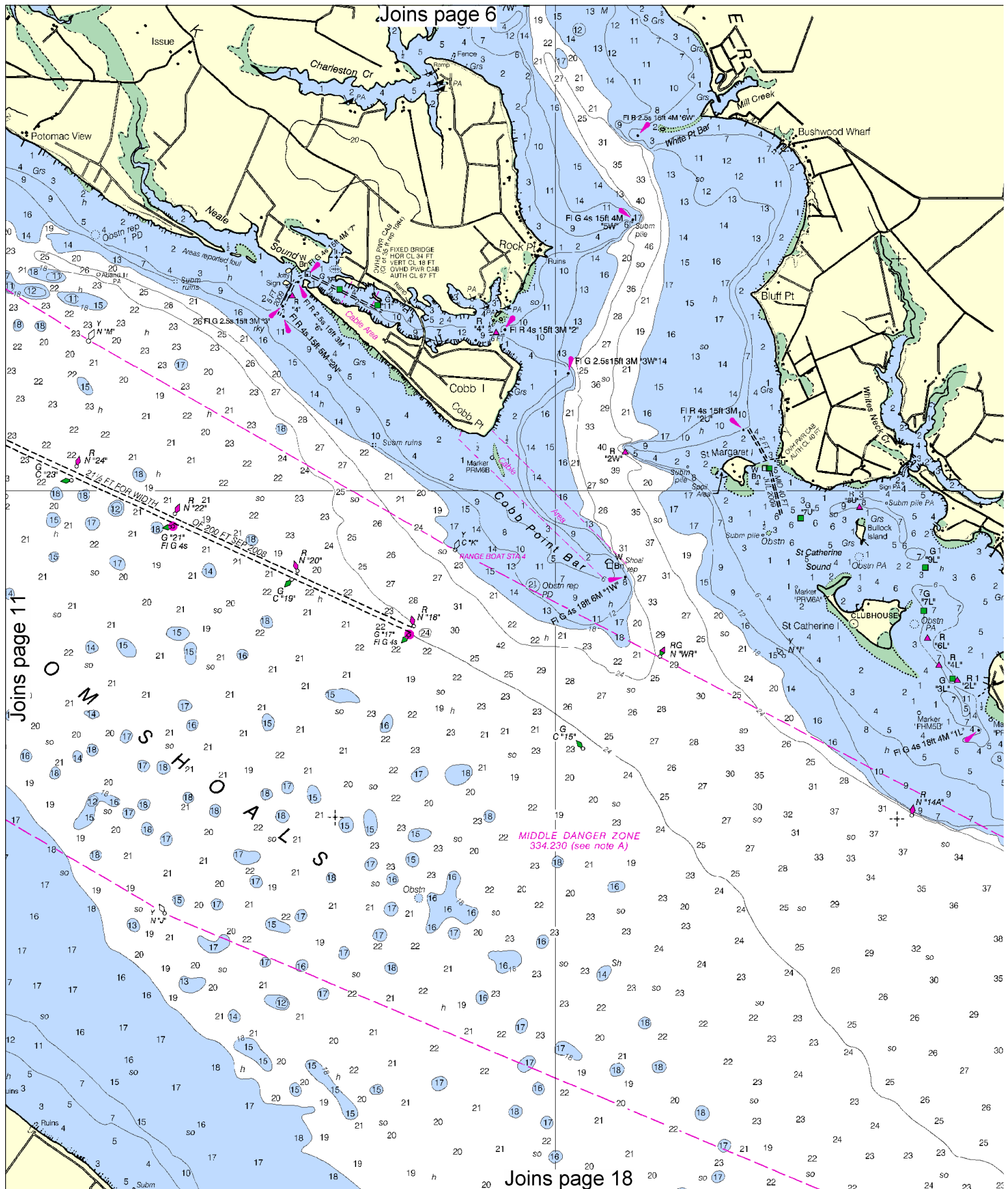
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







12



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

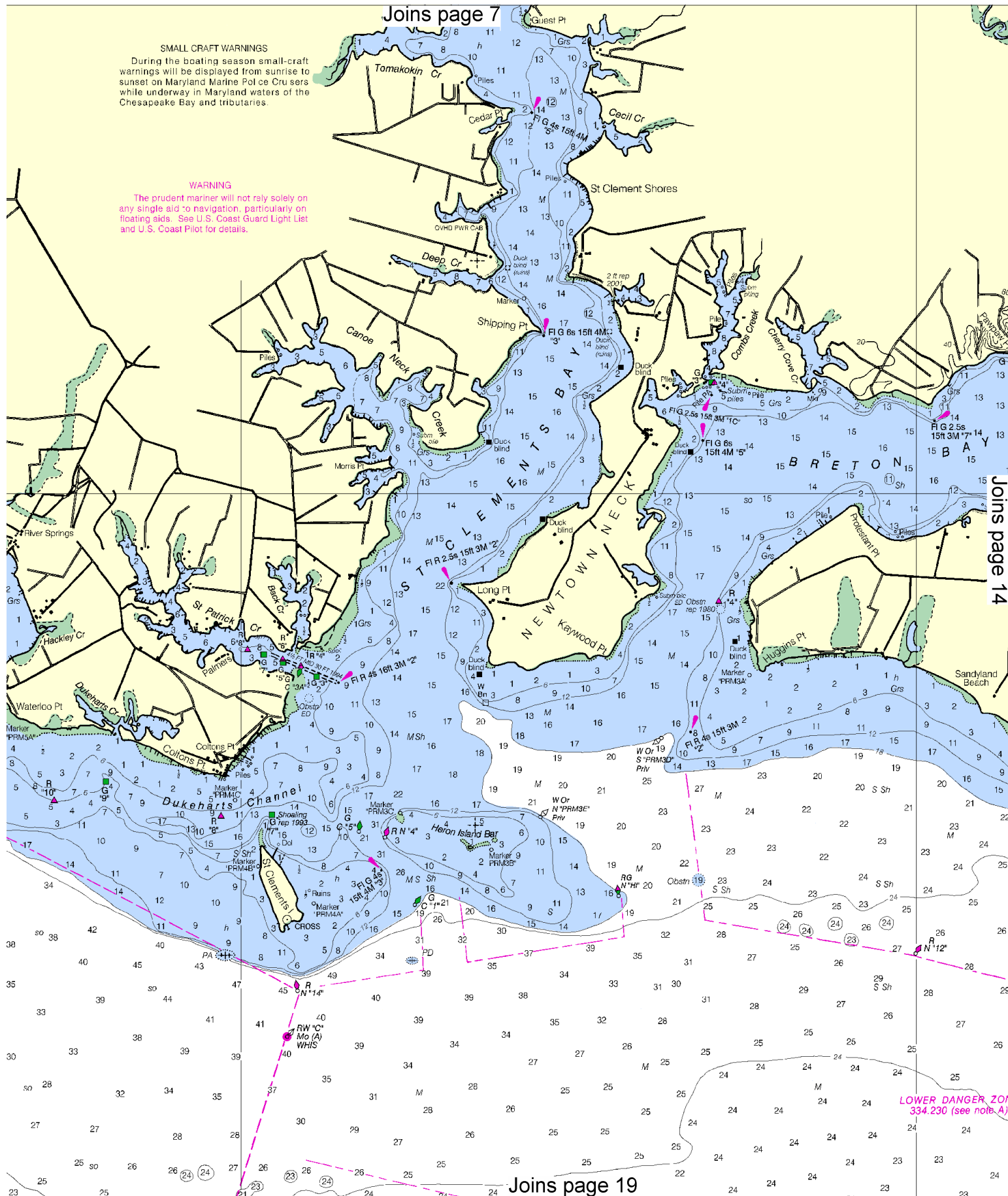
See Note on page 5.



Joins page 7

SMALL CRAFT WARNINGS
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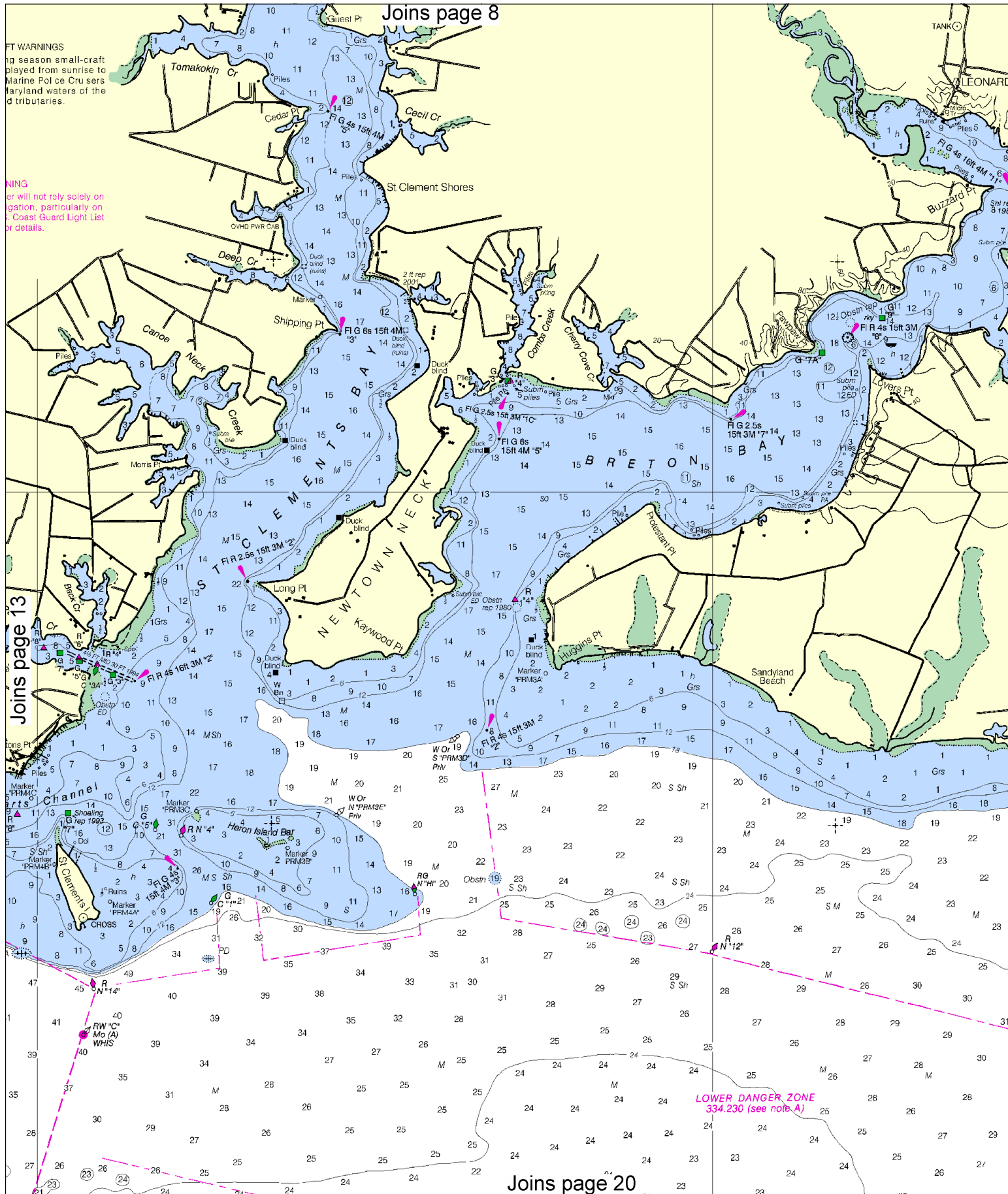
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Joins page 14

Joins page 19

LOWER DANGER ZONE
334.230 (see note A)



are shown as:



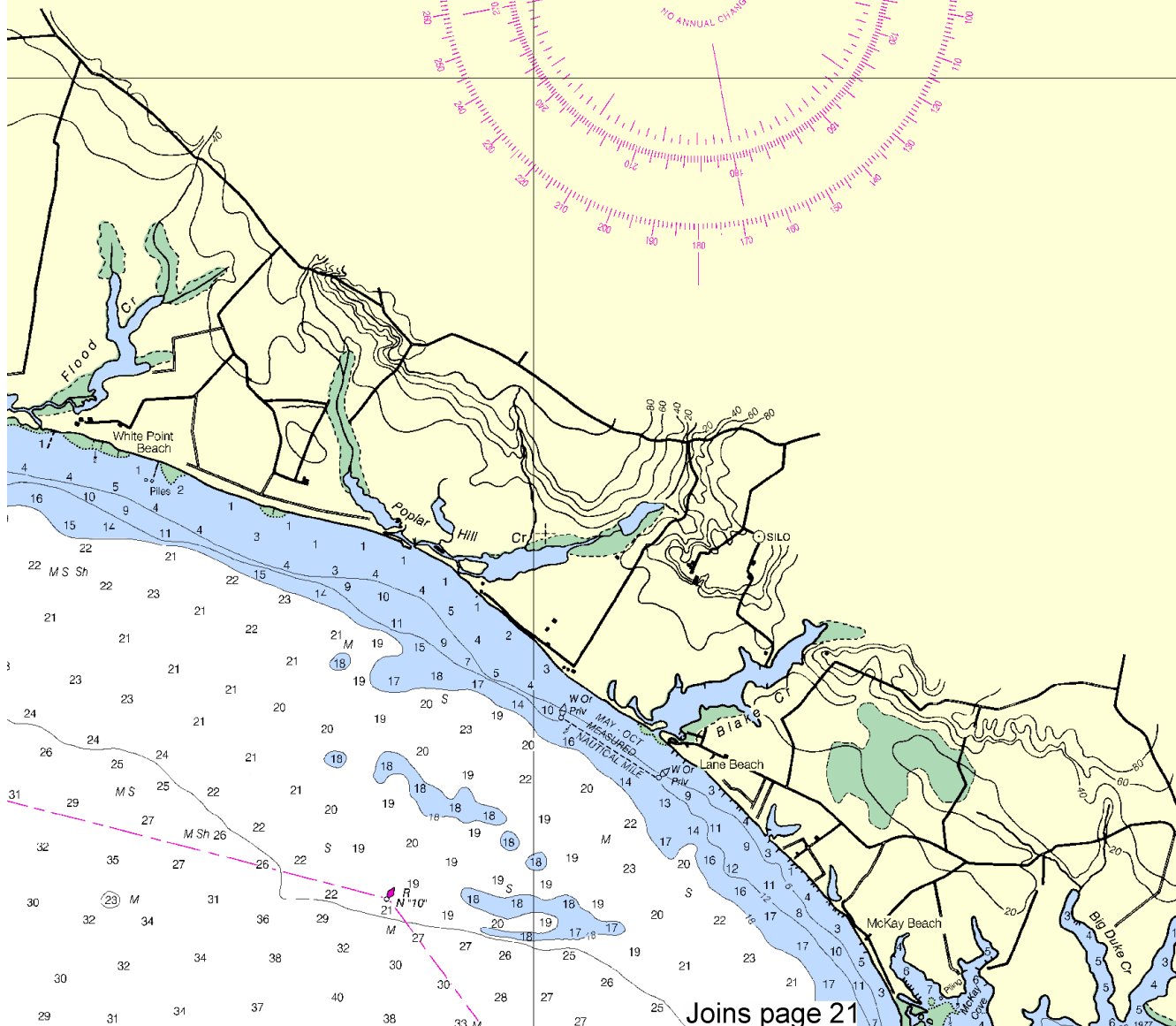
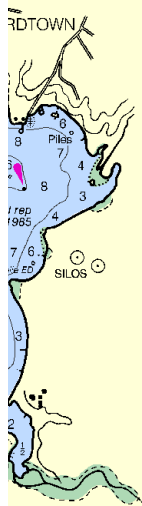
Pipeline Area



Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



Joins page 21

Joins page 10

Wa
George Washin
MC

38°
10'

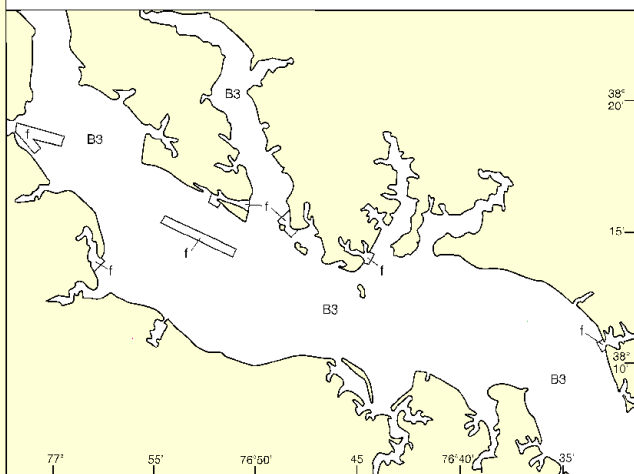
120

SOURCE DIAGRAM

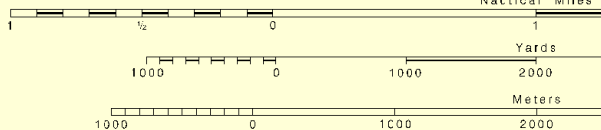
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

B3 1940-69 NOS Surveys partial bottom coverage
f US Government Surveys



SCALE 1:40,000
Nautical Miles



PRINT-ON-DEMAND CHART

NOAA and its partner, OceanGrafix, offer this chart updated with critical corrections. Charts are printed when ordered using Editions are available 5-8 weeks before their release as tradition about Print-on-Demand charts or contact NOAA at 1-800-58 help@NauticalCharts.gov, or OceanGrafix at 1-877-56C help@OceanGrafix.com.

30th Ed., Aug. /06 ■ Corrected through NM Aug. 05/06
Corrected through LNM Jul. 25/06

12286

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Corrections published after the dates shown in the lower left hand corner are available.

SOUN

16

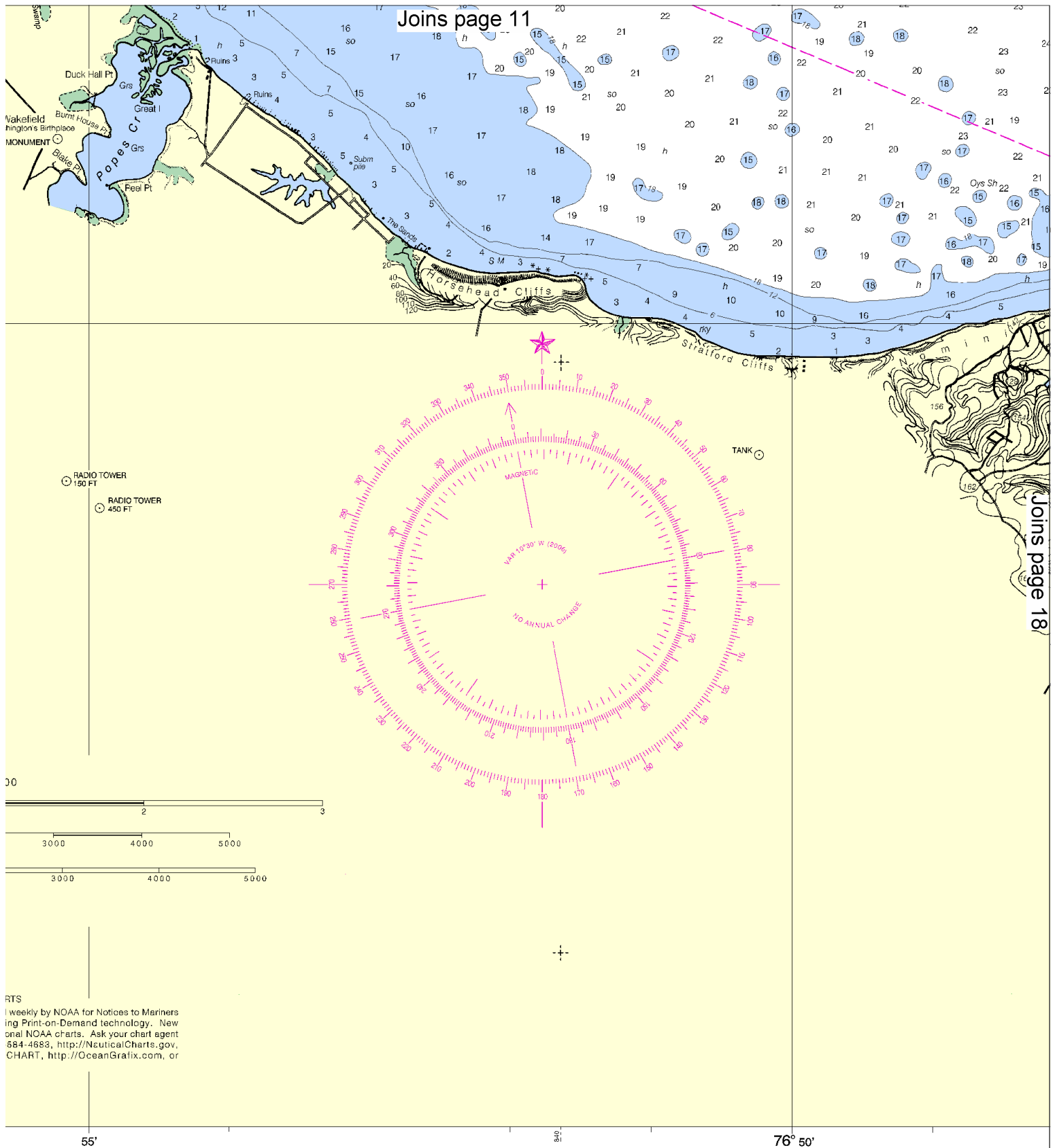


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

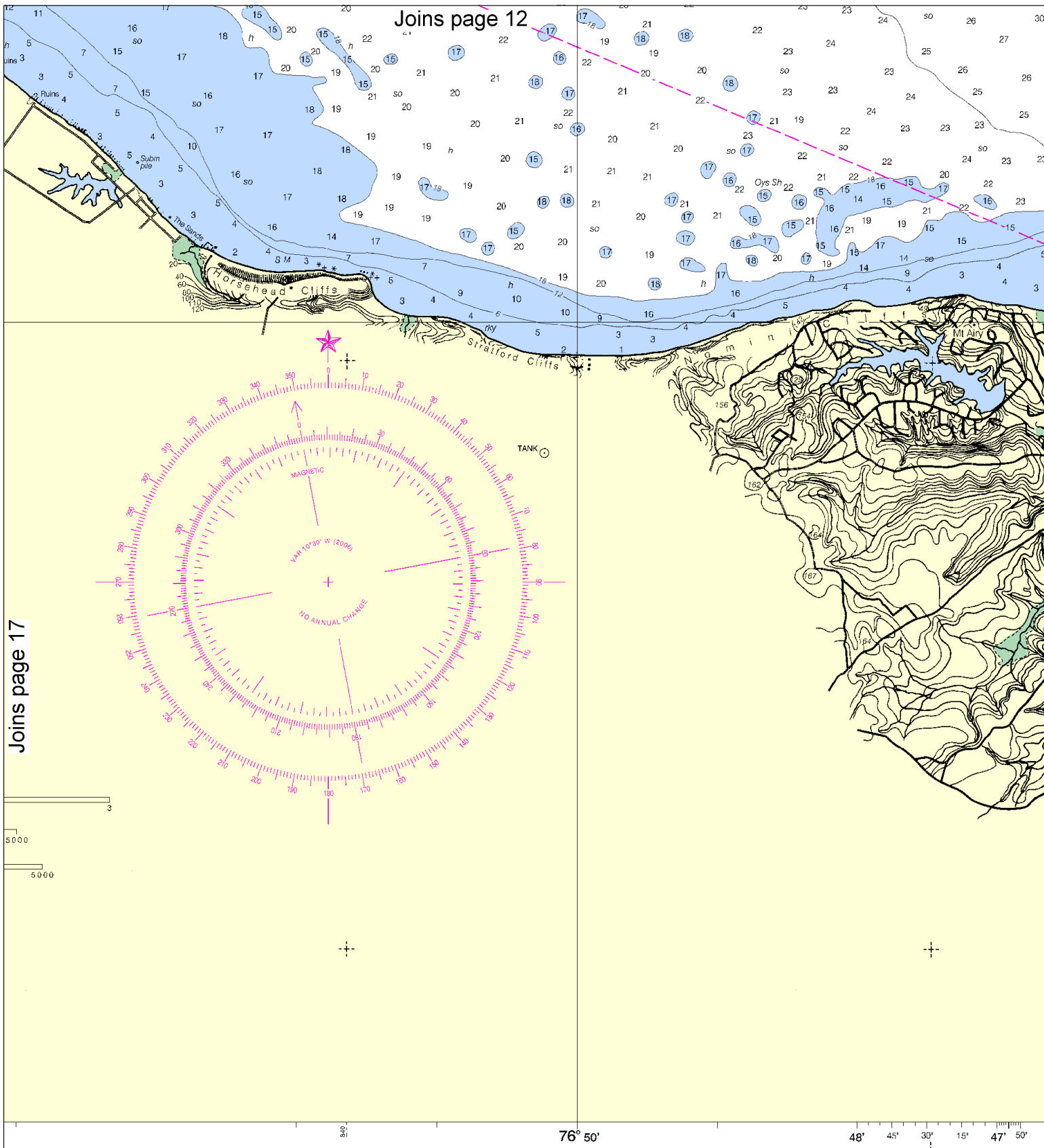




NDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the National Ocean Service, NOAA, Silver Spring, MD 20910.

Joins page 12



Joins page 17

ET

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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

18



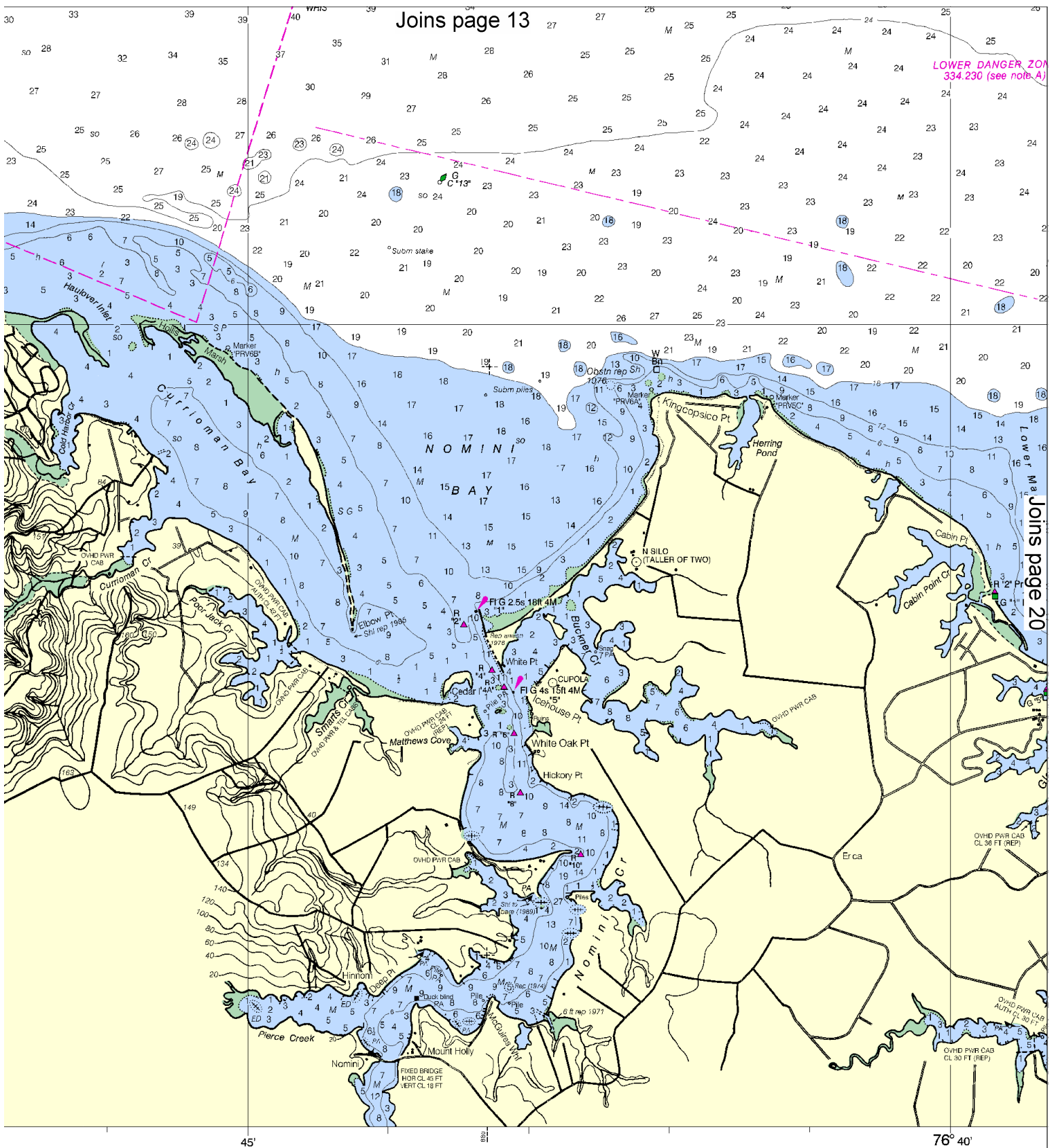
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



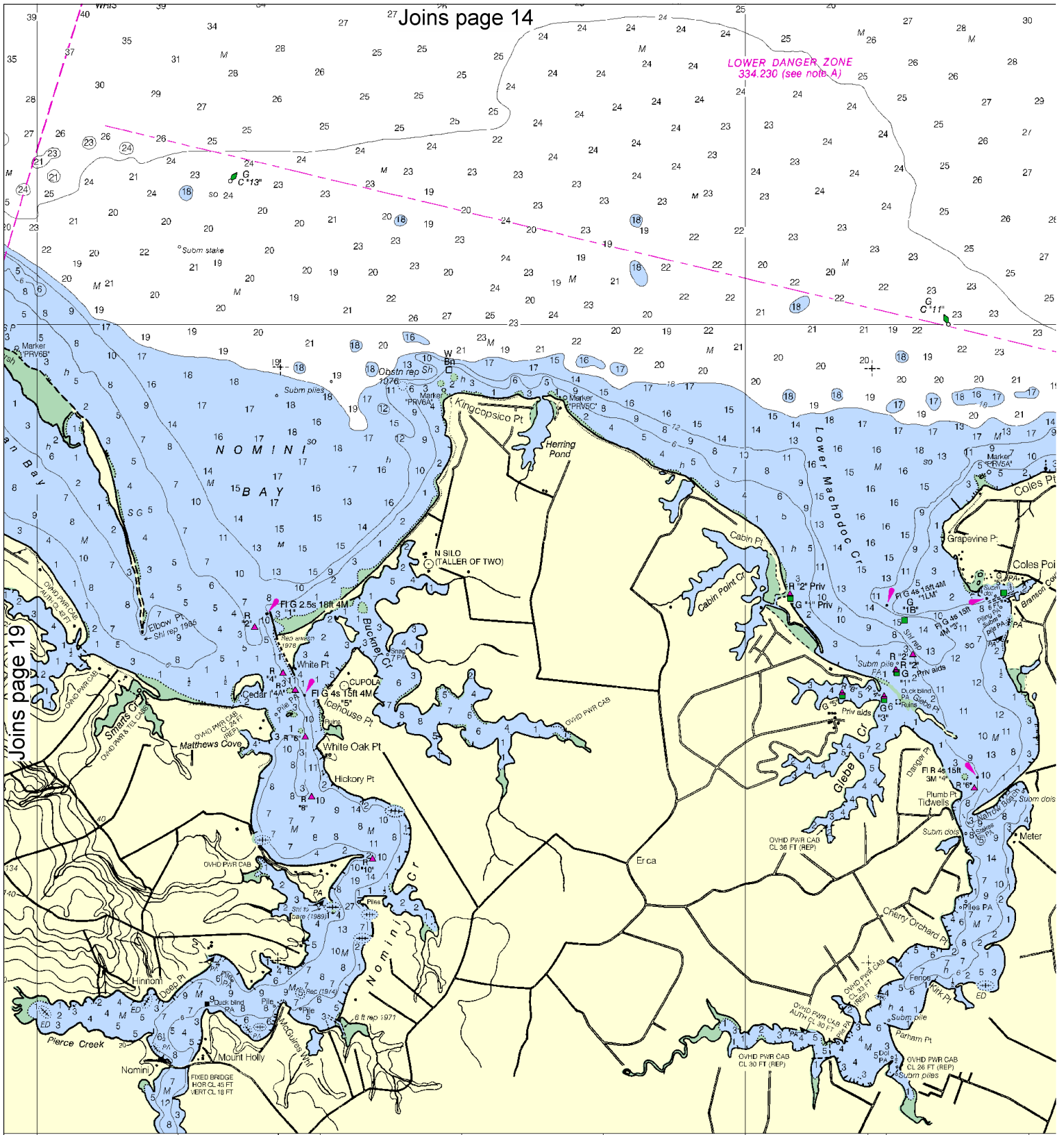
LOWER DANGER ZONE
334.230 (see note A)



D.C.
IMRCE
ADMINISTRATION
CE

FATHOMS	1
FEET	6
METERS	2.3

LOWER DANGER ZONE
334.230 (see note A)



FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11

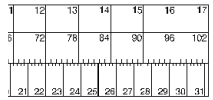
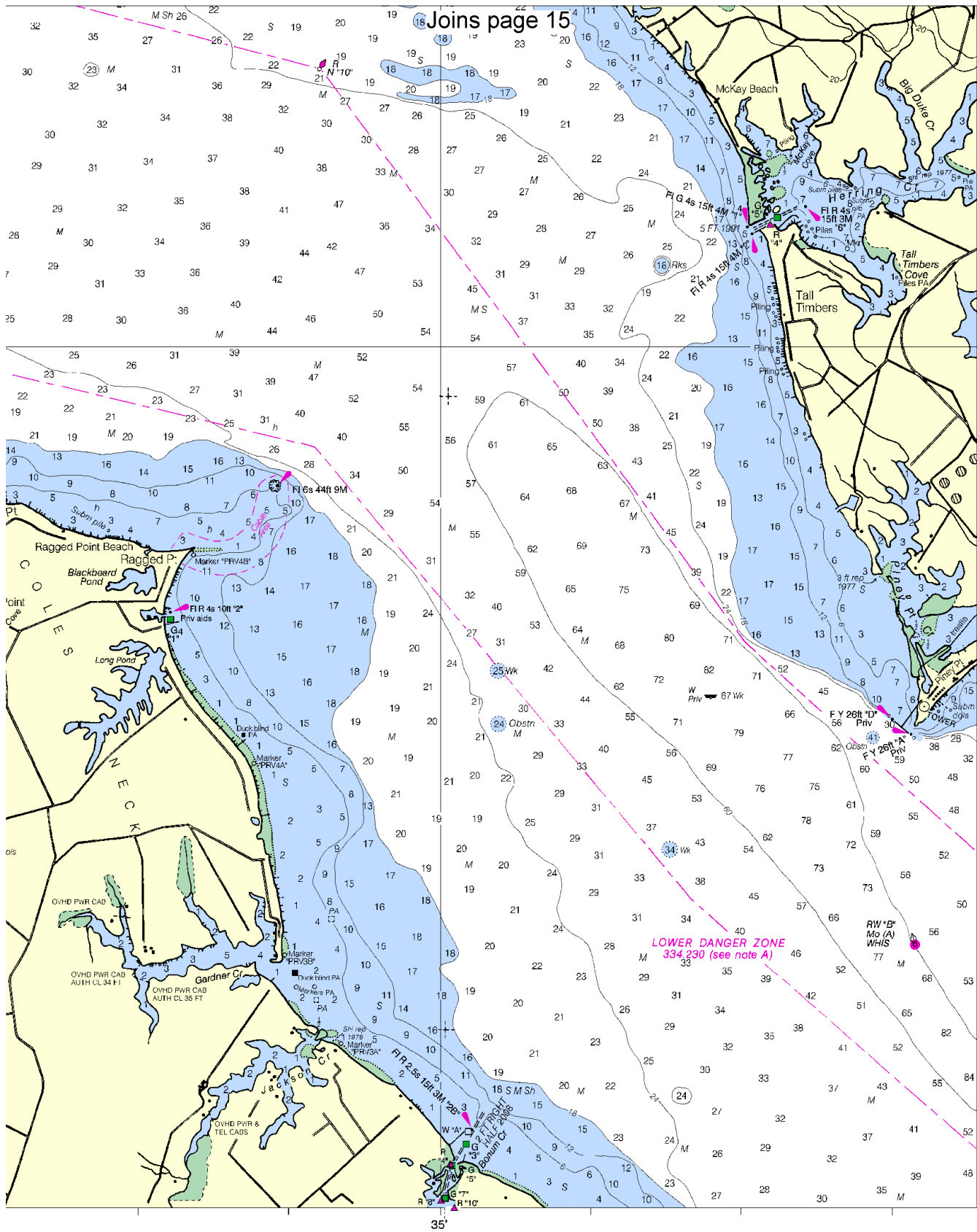


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Potomac River, Piney Point to Lower Cedar Point
SOUNDINGS IN FEET - SCALE 1"=100'

12286



ED NO 30



NSN 7642014010349
NGA REFERENCE NO 12BHA12286

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard St. Inigoes – 301-872-4344/4345

Maryland Natural Resources Police – 410-260-8888

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The “home edition” can be downloaded from NOAA for free and printed. The “professional edition”, containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13” by 19”, they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker